

**Bell, Leanne S (DOT)**

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**From:** Scholl, James W (DOT)  
**Sent:** Tuesday, April 08, 2008 10:53 AM  
**To:** Bell, Leanne S (DOT)  
**Subject:** FW: STIP Cooments 2008

Please log this in. Thanks!

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**From:** Lawrence Bredeman [mailto:lbredeman@gmail.com]  
**Sent:** Tuesday, April 08, 2008 10:37 AM  
**To:** DOT STIP  
**Subject:** STIP Cooments 2008

April 8, 2008

STIP Amd#17 2008 Comments:

**Fact:** \$1,000,000,000 of the Constitutional Reserve Fund would buy 1000 miles of improved or newly constructed roads. It is time for the State to Invest in safe infrastructure for all Alaska.

**Unmet Needs:** Alaska with the dollars from the federal government need to be matched by the state funds providing a 9% match for all the Federal Highway money that Alaska receives. This would accomplish more projects throughout the state. Existing state owned and maintained rural roads and highways are important, with some still in pre statehood conditions lacking basic grade and drain requirements, with traffic control devices missing or never installed. Along the Elliott Highway from Fox to the Hot Springs most of the damage to traffic control devices are caused by ADOT snow removal equipment and no one seems to mind. ADOT operators should be held responsible for repairs and /or replacement of damaged infrastructure (culvert markers, traffic delineators, and all bent signs. All unmet need should be addressed by the ADOT in the STIP document. Unfunded projects that do not appear in the STIP that address safe public travel should be listed in the STIP under section titled; Deferred Maintenance and/or Deferred Transportation Improvement Projects.

Information why the project was not funded should be included in the listing along with contact information for the correct ADOT planning office.

**Scoring Criteria:** Explain how the state can spend millions of dollars on new fast ferry boats and terminal improvements to an existing public transit service that serves 15 communities and tribes all totaling less the 70,000 people and is heavily subsidized by state funds and FTA and IRR funds. Is this possible because of the Marine Highway Funding Category?

Rural Alaska Criteria is in the same funding category as Urban Alaska; this is not fair for rural Alaska. How can this benefit Rural Alaska using the same funding formula? I propose that a new funding category be established for only Rural Alaska and during the scoring of these projects that the state invites rural engineers and planners along with a representative from the Denali commission to take part in the process and assist ADOT in the scoring of nominated projects.

**Preventative Maintenance:** Around the state the major airports paved surfaces are maintained on a regular basis with state of the art equipment and pavement sealants. This being said it raises the question of why the same methods with the same regularity are not being applied statewide in the preventative maintenance schedules for each ADOT Station every summer season. It is about time for the state to integrate into ADOT

the money saving practices of preventative maintenance all the while improving the driving experience and safety for traveling public.

**Priorities:** The Denali Highway (closed Oct 15 – April 15) project to evaluate, upgrade and install traffic control signs is a top priority which illustrates the lack of an effective needs evaluation process. As we agree this is very important improvement and required to ensure safety and reduce liability, there has to be a good explanation why the same signing project has not taken place along all open year round roads first. Tourism is important but not more important than Alaska residents. In 1984 the Manley Village Council and the community of Manley Hot Springs notified the ADOT of the lack of signs along the Elliott Highway from Livengood to Manley Hot Springs. To date there has been no improvement between mile 73 to 120 and 136 to 149 mile.

One final comment, last May 2007, I was invited by Jeff Ottesen to attend a Road Safety Audit course being offered by the FHWA in Anchorage. I attended and discovered this very important system of evaluating infrastructure. When is the State of Alaska going to commit to RSA's method of improving the safety of our infrastructure of our Great State of Alaska?

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